

The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5503

晚六初月八年三十三緒光

FRIDAY, SEPTEMBER 13, 1907.

五拜禮

號三十月九年英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 14,550,000

Branches and Agencies.

TOKIO. CHEFOO.
Kobe. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHOWANG.
LONDON. DALNY.
YOKOHAMA. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LYON.
HONOLULU. MUKDEN.
HOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office:—YOKOHAMA.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balances.

On Fixed Deposit:—

For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "

TAKAO TAKAMICHI,
Manager.

Hongkong, 6th April, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$1,250,000
ABOUT MEX \$5,000,000
RESERVE FUND GOLD \$1,250,000
ABOUT MEX \$5,000,000

HEAD OFFICE:—

60 WALL STREET, NEW YORK.

LONDON OFFICE:—

THREEDNEEDLE HOUSE, E.C.

LONDON BANKERS:—

BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF

ENGLAND, LIMITED.

THE CAPITAL AND COUNTRIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE

WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2 per cent. on daily balances and accepts
Fixed Deposits at the following rates:—

For 12 months 4 1/2 per cent. per annum.

6 " 4 " " "

3 " 3 " " "

No. 9, Queen's Road Central,

Hongkong.

W. M. ANDERSON,

Manager.

Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Tael 7,500,00

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:—

Hankow. Calcutta. Hamburg. Haikow.

Kobe. Peking. Singapore. Tientsin.

Tientsin. Tsingtau. Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND

BANKERS:—

Koenigliche Seehandlung (Preussische

Staatsbank).

Direction der Disconto-Gesellschaft.

Deutsche Bank.

S. Bleichroeder.

Berliner Handels-Gesellschaft.

Bank fuer Handel und Industrie.

Robert Warshawsky & Co.

Mendelssohn & Co.

M. A. von Rothschild & Soehne.

Frankfurt a/M.

Norddeutsche Bank in Hamburg, Hamburg.

Sal. Oppenheim jr. & Co., Koeln.

Bayrische Hypothek und Wechselbank,

Muenchen.

LONDON BANKERS:—

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK,

LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Accounts.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted

F. JUNG,

Manager.

Hongkong, 11th January, 1907. [24]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (£3,750,000).

RESERVE FUND FL. 5,000,000 (£417,000).

HEAD OFFICE:—AMSTERDAM.

Head Agency:—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,

Rangoon, Samang, Sourabaya, Cheribon,

Tegul, Pecalangan, Pasoeroean, Tjilatjap,

Padang, Medan (Deli), Palembang, Kola-

Radja (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo,

Madras, Pondicherry, Calcutta, Bangkok,

Saigon, Haiphong, Hanoi, Amoy, Yokohama,

Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:—

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

THE Bank buys and sells and receives for

collection Bills of Exchange, issues

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUNDS:—

Starling

£1,000,000 at 2/11= \$10,000,000

Silver

\$11,750,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:—

G. H. Medhurst, Esq., Chairman.

Hqo. Mr. Henry Keswick, Deputy Chairman.

A. Fuchs, Esq. E. Shellim, Esq.

E. Goetz, Esq. R. Shewan, Esq.

A. Haupt, Esq. H. A. W. Slade, Esq.

C. R. Lehmann, Esq. H. E. Tomkins, Esq.

A. J. Raymond, Esq.

CHIEF MANAGER:—

Hongkong:—J. R. M. SMITH.

MANAGER:—

Shanghai:—H. E. R. HUNTER.

LONDON BANKERS:—LONDON AND COUNTRY

BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED.

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months, 2 1/2 per Cent. per Annum.

For 6 months, 3 1/2 per Cent. per Annum.

For 12 months, 4 1/2 per Cent. per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI

BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER

CENT. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG

SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI

BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 12th January, 1907. [2]

THE CHARTERED BANK OF INDIA.

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1855.

HEAD OFFICE:—LONDON.

PAID-UP CAPITAL.....£ 800,000

Shortly to be increased to £1,200,000

RESERVE FUND.....£1,075,000

Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS.....£ 800,000

INTEREST ALLOWED ON CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months 4 1/2 per cent.

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Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

SHANGHAI, MOJI, KOBE & BORNEO About 13th } Freight and

YOKOHAMA Capt. G. W. Gordon, R.M.R. } Passage.

SHANGHAI OCEANA About 20th } Freight or

LONDON, &c., via usual Ports { MALTA 21st Sept. } See Special

of Call Capt. R. A. Peters Noon. } Advertisement

LONDON and ANTWERP NAMUR About 9th } Freight and

VIA SINGAPORE, PENANG, COLOMBO, PORT SAID } Capt. H. W. Kenrick, R.M.R. } Passage.

and MARSEILLES

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 12th September, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

JUST RECEIVED.

NEW STOCK OF

"WALK OVER"
BOOTS

IN
BLACK AND BROWN,
\$10.50 per pair.

SATISFACTION GUARANTEED WITH EVERY PAIR.

LANE, CRAWFORD & CO. [35]

GUINNESS'S EXTRA QUALITY
STOUT.
"HORSEHEAD" BRAND.

\$20.00 per Cask of 4 Doz. Quarts.
\$24.00 " " 8 " Pints.
\$27.00 " " 12 " Splits.

LESS 10% OWING TO HIGH RATE OF EXCHANGE.

CALDBECK MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road Central.

Hongkong, 13th September, 1907. [38]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

EXCURSION TO MACAO.

On SUNDAY, the 15th September,

THE Company's Steamship

"SUI-AN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 5 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare.....\$4.00

" " " " on the following day 5.00

" Single " 2.00

Popular Excursion Rates as usual.

Children under 12 years Half-Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the returning steamer from Macao.

W. E. CLARKE,

Secretary.

Hongkong, 9th September, 1907. [79]

Intimations.

One of the most prominent Medical men of
China said:

"Where Bear Brand Milk is
Known, the public will
have no further com-
plaint as to their milk
supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,
and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [30]



THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,

2, PEDDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED A LARGE CONSIGNMENT OF

LADIES' HATS, TOQUES & BLOUSES

DIRECT FROM PARIS.

PRICES VERY MODERATE. [39]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents. [44]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain S. Bell Smith.
 "POWAN," 2,338 " " " H. I. Black.
 "FATSHAN," 2,260 " " " O. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Branch.
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong, every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentine.
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain W. Keynell.
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.
 "NANNING," 589 " " " Mackinnon.

One of the above steamers leaves Canton for Wuchow, every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th September, 1907.

EXCURSION TO MACAO.

THE FAST AND SPLENDID STEAMER OF THE COMPAGNIE FRANÇAISE DES INDES ET DE L'EXTREME-ORIENT

"PAUL BEAU"

will leave Hongkong, on SUNDAY, 15th inst. (weather permitting) at 9 A.M., and return from Macao at 5.30 P.M. the same day.

First Class single passage.....\$3.00
 " " return ".....4.00
 Second " single ".....1.00
 " " return ".....1.50

MEALS AND REFRESHMENTS SUPPLIED ON BOARD.

The steamer will be berthed at the Company's Wharf both here and at Macao. Passages can be booked at the office of the undersigned until 5 p.m., on Saturday, the 14th, or on board on day of sailing.

For further particulars, please apply to

BARRETTO & CO., Agents.

Hongkong, 11th September, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

COMPAGNIE FRANÇAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 5th April, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to—

BUTTERFIELD & SWIRE, AGENTS.

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907.

Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to Each Room.

Telegraphic Address:

"CHEF" HONGKONG.

Telephone No. K4.

Unrivalled for Comfort and Cuisine:
 Thoroughly Up to Date with Every Modern Luxury.
 Billiards and Bowling Alleys.
 Moderate Terms and No Extras.
 Modern Management.

O. E. OWEN,

Proprietor.

[708]

Intimation.

THE YOKOHAMA DOCK CO., Ltd.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Snottis, A. I. and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE } "KLEIST" About TUESDAY,
 and YOKOHAMA } Capt. Rud Meyer 24th Sept., 1907.
 NAPLES, GENOA, GIBRALTAR, } "PRINZ HEINRICH" WEDNESDAY,
 SOUTHAMPTON, ANTWERP } Capt. P. Grosch Noos, 25th Sept., 1907.
 and HAMBURG }
 MANILA, NEWGUINEA, BRIS- } "MANILA" THURSDAY,
 BANE, SYDNEY and MEL- } Capt. Minssen Noon, 10th Oct., 1907.
 BOURNE }
 YOKOHAMA and KOBE } "PRINZ WALDEMAR" About THURSDAY,
 Capt. W. v. Senden the 18th Oct., 1907.
 KUDAT and SANDAKAN } "BORNEO" Beginning of October,
 Capt. Sembill 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 13th September, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From.	Expected on or about	Will leave for	On or about
TJIPANAS ..	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIKINI	JAVA	First half Sept.	JAPAN	First half Sept.
TJILATJAP...	JAPAN	Second half Sept.	JAVA PORTS	Second half Sept.
TJILIWONG.	JAPAN	Second half Sept.	JAVA PORTS	First half Oct.
TJIBODAS ..	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAH I.....	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 6th September, 1907.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905.

PUNKAHARJU.

PEARL OF THE FINLAND LAKES.

By A. MACCALLUM SCOTT.

See Punkaharju and die. It is the last world of lakeland and woodland beauty. Nature has here become a conscious artist, using her material with deliberation and restraint, combining the simple elements of land, water, sky, and trees into the most exquisite decorative patterns.

As I write these words I am sitting among tall flowering grasses and sweet-smelling herbs on the southern slope of a little lagoon. My head is shaded by a leafy alder bush from the mid-day sun, which is beating down with tropical heat upon the rest of my body. As the warm breeze passes over me it brings great wafts of the rich balsamic odors of the pines. Bilberries are growing within reach of my hand. A grasshopper is chirping in the grass, and I can hear the metallic rattle of the rainbow-dusted wings of a gorgeous dragon-fly which is hovering over me. I am not sufficient of a naturalist to name the many beautiful flowers on every side, or the weird mail-clad insects which hop and flutter round, but I like them none the less. Out on the lake the tall reeds sway and wave their pennants, and the broad-leaved water-lilies float serenely at anchor. And this is Finland, north of John O'Groat's House, north of the Shetlands, within a few degrees of the Arctic circle. It is incredible, and yet so dream.

A FREAK OF NATURE.

Punkaharju is the name given to a narrow ridge of land which stretches north and south, nearly four miles right across the eastern arm of the Saima Lake. It is broken in three places. Two of the gaps have been bridged over and an excellent post-road runs along the top of the ridge. The road is continued across the gap at the northern extremity by means of a horse-ferry. In itself this ridge is a most curious and extraordinary geological formation. For the greater part of its length it is as regular as a railway, and as straight as a railway embankment. There is no equivocation about it; its edges rise sheer from the lake at the steepest natural angle, and drop as sheer into the water on the other side. It undulates slightly, in some places attaining a height of nearly 100 ft., and at the gaps falling down to the water's edge; but for a great part of its course the summit might have been laid with a spirit level.

I am at a loss to explain the origin of this natural freak. It is obviously alluvial. The new railway to Nyslott cuts across its northern extremity at one of its highest points, and I examined this cutting closely. There is no dorsal ridge of rock whatever. The greater part of its bulk consists of coarse sand and small water-worn boulders. In the centre is a firmly packed reef of fine soft sand of a different color. Glacial action alone seems an impossible explanation, for this sand is evidently sedimentary. Perhaps some mammoth glacier of the Ice Age, plunging its way down the valley of the lake, pushed before it the alluvial deposit at the bottom till it reaches its melting point at Punkaharju, and then dropped upon the sand, as an outer shell, the boulders and coarse grit which it had gathered upon its way. Punkaharju, then, would be a gigantic moraine. Possibly a scientist may find this hypothesis absurd, but I am at a loss to conjecture any other convulsion of nature which could give rise to such a formation.

WOODLAND, LAKE, AND SKY.

From end to end the whole ridge is thickly clad with pine and birch trees. On either side the lake is studded with small wooded islands. Sometimes the ridge throws out arms enclosing a number of small calm lagoons, which have been connected with the lake by canals so that one may row a boat into them. It is on the bank of such a lagoon that I am writing this article, concentrating my thoughts with difficulty upon the subject.

It is almost impossible to give an adequate idea of the strange fascination of the place. The hand of man has assisted nature judiciously by cutting down avenues through the pines from certain vantage points, exposing views which would otherwise be unknown. As one walks along the ridge one prospect after another, each of surpassing beauty, opens itself out. At one point, called "Runenberg's Hill" after the national poet, six avenues converge. Far into the distance the capes and islands, each with its fringe of pine, alternate with zones of silver lake in wonderful zig-zag. Between the earth at one's feet and the sky there may be as many as six, eight, or ten alternate belts of lake and pine. In one magnificent view there are as many as twelve alternations of land and water, and the belt of trees which forms the horizon is shaded as if it were composed of at least three zones. On either side of the clearing, like a frame enclosing the whole view, rise great red-barked pines or tall, graceful birches, like fountain jets falling in green spray.

Looking along the ridge one sees on either side through the pine trunks the clear lake water far below. Higher up the branches thicken into a darker belt, completely obscuring the sky save at the very zenith, above the track. The view of the lake, with its islands seen through the long, naked pine trunks, is as delicately fanciful as some exquisite Japanese screen. Indeed, the whole landscape is Japanese rather than European in its aspect.

OFF THE BEATEN TRACK.

Yesterday, in the cool of the long Northern twilight, I walked from end to end of the ridge. In all the four miles and back I did not meet more than a dozen people, chiefly visitors like myself. It is mentioned in the guide-books, but it has not yet been discovered by the ordinary tourist. Those whom I met were almost all Russians or Finns. But I fear it will not preserve this charm of solitude long. Finland will soon be as well known to the holiday-maker as Switzerland. A railway has just been completed which brings Punkaharju within six hours of Wiborg. The best route, however, for those whose

object is to make the journey as much a pleasure in itself as a means of getting somewhere, is the waterway from Wiborg through the Saima canal and lake, via Williamstrand and Nyslott. The Isles of Greece are not more beautiful than this Lake of a Thousand Isles under the summer sun or flushed like a sea of wine with the Northern sunset.

Punkaharju boasts a single hotel, a fine building of wood, very neat, clean, and comfortable, and with an excellent restaurant. It is built among the trees, which grow close up to the windows, a real House in the Woods. There is a tennis court; small boats may be hired to explore the islands; and posting horses are to be had. I have a most comfortable little bedroom, which costs me exactly 1s. 3d. a day, and the living is proportionately cheap. I do not think I can bring myself to leave Punkaharju, and I have some remorse in publishing an article which may lead to an invasion.—Morning Leader.

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER

Hongkong, 4th December, 1906.

To Let.

TO LET.

ONE FOUR-ROOMED HOUSE at PRAVA EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO., LD.

Hongkong, 22nd June, 1907.

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1907.

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 10, 11, 12, and 13, PRAVA EAST, formerly in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1907.

TO LET.

HATHERLEIGH, Conduit Road.

No. 1, RIFON TERRACE, Bonham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAVA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1907.

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

No. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, ZETLAND STREET.

GREENGROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.

Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—

LEIGH & ORANGE,

1, Des Voeux Road.

Hongkong, 13th August, 1907.

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE, Barretto & Co.

Hongkong, 14th July, 1907.

TO BE LET.

A S from the 1st August next, No. 5 MORRISON HILL.

Apply to—

Messrs JARDINE, MATHESON & CO., LTD.

Hongkong, 20th June, 1907.

For Sale.

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.50 per Cask ex Factory.

In Bags of 250 lbs. net \$2.70 per Bag ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 2nd October, 1906.

Intimation.

Wm. POWELL, LTD., ALEXANDRA BUILDINGS.

"The best the World produces."

JONES' SEWING MACHINES.

BRITISH-MAKE.

UNRIVALLED FOR SPEED AND SIMPLICITY.

JONES' SEWING MACHINES.

Wm. POWELL, LTD., HONGKONG.

Hongkong, 7th September, 1907.

Public Company

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Office, on **THURSDAY, the 28th September** at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to the 30th June, 1907.

THE **TRANSFER BOOKS** of the Company will be **CLOSED** from the 14th to the 28th September, both days inclusive.

DOUGLAS LARRAIK & Co., General Managers.
Hongkong, 7th September, 1907. [815]

Consignees.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOEHEN,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before **MONDAY, the 9th of September, at 5 P.M.**

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th of September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th of September, at 9.30 A.M.

All Claims must reach us before the 20th of September, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 9th September, 1907. [1]

HOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 9th September, 1907. [12]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 11th instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 9th September, 1907. [82]

NOTICE TO CONSIGNEES.

STEAMSHIP "VINE BRANCH," FROM SYDNEY AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 11th September, 1907. [83]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"BELGRAVIA,"

Captain Hildebrandt, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before **TUESDAY.**

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3 P.M.

No Fire Insurance has been effected.

This steamer brings on the cargo of a.s. "Suavia" from Antwerp.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 12th September, 1907. [85]

THE IMPROVEMENT OF THE MILK SUPPLY.

A great deal of what cannot be considered anything but nonsense has been written about the milk supply. Many people seem prone to jump to hasty conclusions, especially if they have a pet theory of their own to substantiate, and medical officers of health and other hygienists are not free from the imputation. The high proportion of deaths of infants who are bottle-fed is often attributed to the impure quality of the milk supplied to them, but it would be more accurate to put it down to an insufficient supply of suitable food or to a supply of food which is unsuitable. It seems to be forgotten that cows' milk is, after all, but a substitute for the natural food of the human infant, and, in its unaltered condition, not a satisfactory substitute. Again, it is far too much the custom to assume that the impurities in the milk are due to the unsatisfactory conditions of the farms on which it is produced. Such a view ignores altogether the way in which milk is often stored, not only in town dairies, but in the homes of the people themselves; and in a very large number of cases even if the milk were absolutely pure when sent from the farm, it would probably be very unwholesome by the time the last portion of the daily supply was consumed in the household.

But when all this has been said, it must be admitted that the conditions of our milk supply are not satisfactory. Many farms are not sanitary; in others, where the general conditions are not unfavourable, milkers have dirty habits, and proper care to avoid contamination is not taken. Indeed, it is not easy to see how what the extremists would consider adequate care in both the production and distribution of milk could be given under the present system.

The dairy farmer is, not unnaturally, suspicious of officialdom; but it is vain to deny the right of the public to protect itself from disease, and some scheme of inspection will certainly be adopted before long. It is to be hoped that it will be well considered, that unnecessary interference will be avoided, and that it will be administered by practical men, and not by faddists of the type of those who, in their misguided zeal, would go even beyond the findings of the Royal Commission, and adopt measures which would have the effect of making milk production on commercial lines an impossibility. The milk will have to be obtained in wholesome clean surroundings, and be properly treated before leaving the farm, and a check will have to be kept on the health of the cows and on the health and habits of the attendants and milkers. But, even then, comparatively little will have been done in the desired direction. For, though many farmers may be wilfully careless, we are convinced that this is not true of the majority, and that the problem of pure milk will not be solved merely by the improvement of the conditions under which it is obtained. It is the question of distribution that is of most importance—the treatment of the milk after it has been obtained, after it has been despatched to town, and after the consumer has got hold of it.

Consider the conditions of distribution. The milk is poured, may be several times, from one large receptacle into another, in both of which harmful germs may lurk. This pouring may take place in a germ-laden outhouse or cowshed, or in a dusty wind-swept street; or the milk may be stored in an open pan in a shop open to the street, and eventually it is "dipped" into the customer's can by means of a measure that is in use constantly, and is probably rarely absolutely clean. The present system of distribution, in fact, invites the presence of the germs of putrefaction and leaves the way open for harmful organisms of many kinds. It is hopelessly bad, and this may be admitted, though we hold the opinion that the reports of evil effects resulting from the use of the article are grossly exaggerated. How are the admitted evils to be remedied?

Pasteurisation, the heating of milk to such a temperature as will effect the destruction of bacteria that may be present, has, for various reasons, not been a great success commercially. The first and most obvious reason is that the milk is dearer; the process means outlay in apparatus and labour, and the majority of people prefer to take the milk untreated rather than pay a fraction per pint more for the germ-free article. But the return to the producer at present is not large, nor are the profits of the dairy companies unduly extravagant, and increase in the cost of production and distribution must have the inevitable effect of increasing the price to the consumer. A further objection to pasteurised milk is that the process effects some subtle change, and the milk in its natural condition is preferred.

The method that offers the best chance of effecting a practical improvement is the distribution of pure uncooked milk in bottles or other sealed vessels. This has been tried with varying success in many cases, the price being little if anything above that usually charged for milk in all but the poorer districts. But the difficulties are great. In the first place, the cost of carriage is heavy, the labour of bottling is not small, but above all comes the cost of the bottles themselves. They have to be returned each day and to be properly cleaned, and the percentage of breakages—in transit, in the household, and in the cleaning—is enormous. To minimise this loss attempts have been made from time to time, both here and in America, to make use of some other material than glass, and a northern dairy company has for some time been making use of pails made of wood pulp, with, in the main, very promising results. These bottles or pails are intended to be used once only, so that there is no risk of contamination of one day's supply from another, there is no return carriage, no cost of washing, and no breakage. And as they can be produced for a fraction of a penny the cost will probably be found considerably less than that of glass bottles. This company, started originally on a semi-philanthropic basis to supply pure milk, but, striving to demonstrate that such a ven-

ture can be made commercially, a successful sale at 2d. per pint, which may be taken as a fair average price. The milk is strained, rapidly cooled, "bottled," and delivered direct to the consumer, each vessel containing what is intended for a day's supply. The pail has to be torn, and thus destroyed, before the milk can be poured out. The milk is not pasteurised, but the result of the rapid cooling is to arrest the development of germs, and it is only necessary to supplement such precautions by due care in obtaining and handling the milk to effect an enormous improvement on our present methods.

In Vienna the milk supply is organized on lines that may afford some hints to ourselves. The sources of supply are regularly inspected, all stables and byres, and the milking as well as the feeding, are supervised. This interference would hardly be accepted in this country without a murmur, though some of the large companies claim to exercise control of this kind over the farms from whom they draw their supplies, and it is allowed in consideration of the higher price given. The Austrian inspector is, however, a Government official, and veterinary inspection is also enforced. As soon as the milk is drawn it is tested, purified by straining, and cooled; the strainers are made of close-meshed gauze which is carefully sterilised after use, and the result is that the milk is strikingly free from impurities. But even this is not considered sufficient in the way of precaution, for the whole supply is eventually pasteurised, being heated to a temperature of 158 degrees F., so as to destroy the bacillus of tuberculosis if present. It is then rapidly cooled to just above freezing point, and finally a proportion of it is bottled, and the remainder sent out in cans. The standard of purity is, as stated, very high, but for the reasons mentioned a system which does not include pasteurisation seems more likely to be successful here. That described above as in use in a Yorkshire dairy should be supplemented by the elimination of all animals showing disease of the udder, but this is a question which Governments seem afraid to tackle. Less than full compensation to the owner of animals forcibly excluded from the herd on account of tuberculosis will not be fair; more important, perhaps, from the point of view of administration, is the consideration that less than this will not secure the cordial co-operation of the owners, without which the elimination of diseased animals will be impracticable. And unless the compensation fund is provided by the Exchequer the attempt is foredoomed to failure, for if the local authorities have to find the money we may be certain, from past experience, that the removal of the unsound will not be work actively carried out. Human nature is human nature, and people are not likely to be very zealous in prosecuting a process which they dislike or think unnecessary if, at the time, it makes demands on their pocket.

It is greatly to be desired that whatever legislation is passed should be made applicable to the whole country. In such details of management as air-space in byres, and so on, varying conditions call for variations in practice, and this should be provided for; but in the essential matters legislation should deal with the country at large, and not proceed in the patchwork fashion in which it has been carried on of late years.

A further improvement in the milk supply may be anticipated if the milking machines now becoming gradually perfected get into vogue. By their means the possibly dirty hands of the milker are kept away from the milk, and the impure air of the byres does not come in contact with it, for the milk proceeds direct from the udder into a closed can, and, provided the tubes are clean and the cows themselves have been properly groomed, there is no possibility of contamination.

Auctions.

PUBLIC WORKS DEPARTMENT.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on **MONDAY, the 16th day of September, 1907, at 3 P.M.**, at the Office of the Public Works Department, by Order of the Excellency the Governor of One Lot of CROWN LAND, at Shauiwan, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.				Contents in Square feet.	Annual Rent	Upst. Price.
			N.	S.	E.	W.			
			feet	feet	feet	feet			
1	Shaukiwan Island Lot No. 497.	Shaukiwan.	60	60	120	120	7,200	50	3,600

(Hongkong, 6th September, 1907.
 (B)

(Hongkong, 9th September, 1907. [816])

By ORDER OF THE MORTGAGEES.

MESSRS. HUGHES & HOUGH have received instructions to sell by

PUBLIC AUCTION,

on **WEDNESDAY,**

the 25th day of September, 1907, at 3 P.M., at their Sales Rooms, 8, Des Voeux Road Central.

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY

IN ONE LOT.

ALL THAT Piece or Parcel of Ground registered in the Land Office as THE REMAINING PORTION OF SUBSECTION A OF SECTION 1 OF THE RECLAMATION TO MARINE LOT NO. 10A, TOGETHER with the three messuages and premises thereon known as Nos. 27, 29 and 31 Des Voeux Road Central. Annual Crown Rent \$77-04. Area 3,574 17/12 square feet.

Particulars and Conditions of Sale can be obtained of

Messrs. EWENS & HARTSON, Valuers/Solicitors,

or **Messrs. HUGHES & HOUGH, The Auctioneers.**

Hongkong, 7th September, 1907. [814]

Intimations.



TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility and Convalescence, to young women, children and the aged. Invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL inscribed "VIN SAINT-RAPHAEL."

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DE VIN SAINT-RAPHAEL, Valence (Drôme-France).

CALDERON, MAUGER & Co., Hongkong.



EYES RIGHT!
N. LAZARUS, OPTHALMIC OPTICIAN,
3, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight."—free.

LONDON, 21, John Street, Bedford Row, W.C.

Hongkong, 27th November, 1905.

A GRAND PROMENADE CONCERT, will be held on the VOLUNTEER PARADE GROUND, on

SATURDAY, the 14th instant, at 9.15 P.M.

Tickets: 5s and 7s, can be obtained from MESSRS. KELLY & WALSH, and from VOLUNTEER HEAD QUARTERS.

Hongkong, 4th September, 1907. [802]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 9.30 a.m. ... Every 10 minutes.
9.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
3.30 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m.; 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m. to 3.00 p.m. ... Every 10 minutes.
3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m. to 5.00 p.m. ... Every 10 minutes.
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.
Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 4th June, 1907. [59]

PATHE FRERES, PARIS.

CINEMATOPHAPS AND FILMS.

NEW FILMS ARRIVE WEEKLY.

Price 4s cents (Straits Currency) per metre.

SOLE AGENT FOR

The Straits, Borneo, Java, Sumatra, Siam, Hongkong, The Philippines, &c.

F. DREYFUS,

19, Stamford Road, Singapore.

776]

MR. E. E. SMITH.

WITH CHARLES C. MACKEE, Represented in Orient,

Operating with HUTCHISON & Co., HAS ARRIVED IN HONGKONG,

Staying at Connaught Hotel.

Knitting Machinery, and All Knitting Mill Accessories,

Cotton and Woollen Machinery,

Spinning Machinery, and Kindred Specialties,

Rice and Flour Mill Machinery,

Paper Making Machinery,

General Machinery, and Specialties.

Hongkong, 4th September, 1907. [804]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP.....\$1,000,000.)

Undertakes and Executes THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., &c.,

SHEWAN, TOMES & Co., General Managers.

Hongkong, 22nd May, 1907. [52]

A. CHAZALON & CO.

6, Queen's Road Central, WINE, SPIRIT AND COAL MERCHANTS AND GENERAL STORE KEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT in plate and baby bottles.

FRENCH SYRUPS GREENADINE, GROSSELLE, &c.

VICHY, PERRIER, ROCHEMAURE AND

Other FRENCH MINERAL WATERS

ALSO Large Assortment of CANNED GOODS suitable for Pic-nic.

Hongkong, 15th May, 1907. [49]

IRISH TERRIERS.

FOUR PUPS (male), Thorough-Bred, 6 weeks old. For sale. Prices moderate. Apply to—

C. A. C/o Hongkong Telegraph.

Hongkong, 30th August, 1907. [790]

HUMBER CYCLES.

THE BEST IN THE WORLD.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.WATSON'S
HOUSEHOLD
AMMONIA.An Elegant Preparation for the Toilet and
Bath, Refreshing and Invigorating.

LOTION

FOR

PRICKLY HEAT.

An Efficacious Remedy.
GIVES INSTANT RELIEF.PURE CARBOLIC
SOAPS.

Highly Recommended by the Medical Faculty.

STRONG MEDICAL.

Guaranteed to contain 20 per cent. of
Pure Carbolic Acid.

MEDIUM.

Guaranteed to contain 10 per cent. of
Pure Carbolic Acid.

TOILET SOAP.

Guaranteed to contain 5 per cent. of
Pure Carbolic Acid.FRAGRANT TOOTH
WASH.Antiseptic and Detergent—Whitens the Teeth
and strengthens the Gums.A. S. WATSON & CO.,
LIMITED,CHEMISTS, DRUGGISTS AND
PERFUMERS.
THE HONGKONG DISPENSARY.
Hongkong, 7th September, 1907.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 13, 1907.

THE EXTRADITION OF A
CHINESE REFORMER.

How cases have been deserving of more attention than that in which Mr. F. A. Hazeland delivered judgment yesterday—we refer to the proceedings brought at the instance of the Chinese Government for the extradition of a Chinese subject, known as Hu Kai Sing. The charge brought against the defendant was one of armed robbery, alleged to have been committed in Chinese territory in the early part of this year, but the case had barely been opened before it was amply evident from the statements submitted to the Court that much more significance attached to it than appeared on the surface. Before we proceed further, we would remind readers that Hongkong, like the United Kingdom, has ever proved an asylum for the politically oppressed and the political refugees. Whatever an individual may have done in his own country to relieve the people of his own nationality and to assist in their regeneration has been regarded as non-criminal and non-extraditable. True, these altruists and enthusiasts may be utterly mistaken in their views, and even fanatical in their endeavours to secure the benefits to which they attach so much importance, but so long as they commit no overt act of personal retribution, so long as they seek to obtain the redemption of their country by fair political methods, they are not considered, under the British constitution, as anything more than visionaries, certainly as nothing more than political outcasts whose principal offence is that they are ahead of their time. In this case which came before the First Magistrate it was quickly made manifest that while armed robbery might be alleged as a reason why the accused should be extradited, the real object of the Chinese authorities was to secure the person of a self-confessed member and leader of the reform movement in that country. Judging from the reports of the case, the allegation of armed robbery submitted against Hu Kai Sing had scarcely a leg to stand upon, and how Mr. Hazeland found himself in a position to declare that a *prima facie* case had been made out we are at a loss to conjecture. But, after all, the question of armed robbery dwindled into nothingness when the defendant came to be examined. Cautioned and warned, both by

the Court and his counsel, the defendant proclaimed himself a reformer, anxious for the welfare of his compatriots, at variance with all corrupt or incompetent officials who allowed the people to starve. There was no hedging or meek pleadings to be excused; he exulted in his creed, and whether we join with him or not in his aims the fact stands that he is a sincere and convinced exponent not of revolutionary tenets but of a straightforward programme of reform. Of course, this view is open to argument, and the fact that the man is not a professed revolutionary may be seized upon as a reason for his condemnation, but we have not arrived at that point. Let us take part of the defendant's evidence quoted by Mr. Hazeland in his judgment—and we suggest that this part was about the weakest offered for acquittal. The defendant said: "I know that a rising took place at Wong Kong in the Yam Ping District. I was second head man who got up this rebellion. The cause of this rebellion was that rice was very dear and scarce in that part and had been so for about a year. The authorities knew this the whole time and would not take any steps to make the rice any cheaper. They knew well the laws and duties cast upon them in cases of this kind. They simply ignored the people and let them starve. Members of the Reform Party were imprisoned for armed robbery." This rising was variously described as a rebellion, a revolution and other names which magnified it to the extent of a dynastic downfall. Was it the province of mandarins to avow that it was an expression of anger that they had failed to perform their appointed duties? Were the officials to report to Peking that the people had risen against the rapacity of their overlords in the maritime provinces of the South? Their first thought was self-preservation, and a rising of a starved and practically impotent populace was described as an armed robbery. This is not new of the news by any means. It has happened before, as all students of China will aver, but on this occasion the second leader of the movement managed to escape to the Elysium of Hongkong, where political offenders need have nothing to fear, being under the flag which represents liberty of conscience and just treatment. In Court Hu Kai Sing admitted that he had raised an organisation of 4,000 members—is that anything like the number which takes part in an armed robbery? Their wages were 200; their food was provided by the reform party—which is known to be surfeited with funds. One question and answer read like a quotation from Tolstoi: "Are you dissatisfied with the Emperor of China?—If the Emperor acts justly I am satisfied." And another: "Are you content with the laws of China as they are interpreted to you?—What a question! That is the reason why we have this Reform Party." The defendant had a witness who declared that the accused was in Hongkong on the date of the alleged armed robbery, and the evidence as a whole does not give the lie to that assertion. Now comes Mr. Hazeland with his excerpts of legal lore. Mr. Justice Bayley observed in *Cox v. Coleridge*:—"I think that a Magistrate is clearly bound, in the exercise of a sound discretion not to commit anyone unless a *prima facie* case is made out against him by a witness entitled to a reasonable degree of credit. Justices ought not, therefore, to balance the evidence and decide according as it preponderates, for this would, in fact, be taking upon themselves the functions of a petty jury, and be trying the case, but they should consider whether or not evidence makes out a strong or probable, or even a conflicting case of guilt; in any one of which cases they should commit the accused to trial." Mr. Hazeland added: "In the present case the evidence in my opinion raises a strong presumption of the guilt of the accused." No doubt, Mr. Hazeland had greater opportunities of valuing the evidence, but it is hard to see where he found his "strong presumption of guilt." The presumption is all the other way; four thousand men committing armed robbery is really preposterous, but let us see what Mr. Hazeland proceeds to say.—"As to the present case there is no evidence before me to warrant my coming to the conclusion that the requisition for extradition is made with a view to punish the defendant for an offence of a political character. The suggestion by the defence that the requisition was really not made to punish defendant for an armed robbery but for an offence of a political character amounts to an allegation that the said demand for extradition was not made in good faith nor in the interests of justice." Even if that be so, the defence cannot be considered as subordinate to that tendered by the prosecution. Indeed, we would go further and hold that greater consideration and a wider margin of doubt in the integrity of the prisoner should be allowed than those furnished the Crown, which is not always immaculate. Mr. Hazeland speaks of offences of a political character and drags in, as an example of the terrible results which would prevail should murderers such as Freschi, who attempted the life of Louis Philippe be afforded sanctuary as political offenders. But the analogy between that crime is far from perfect, because in the one case the matter was a matter of private or personal hatred, where-

as in this case a reformer was actuated by no personal feeling whatever but, if we are to believe his story, by the highest form of altruism. Again, to take a final quotation, Mr. Hazeland cites the *dictum* of Justice Cave in *re Mennier*, in which the learned judge laid it down that:—"It appears to me that in order to constitute an offence of a political character there must be two or more parties in the state each seeking to impose the government of their own choice on the other, and if the offence is committed by one side or the other in pursuance of that object it is a political offence, otherwise it is not." Were there not two parties in the state endeavouring in this case under review to have their own way? It would be curious to hear the candid opinion of a Chinese official, even a mandarin, on that. How Mr. Hazeland can reconcile his quotations with his decision that the defendant's offence was without political significance—that, in fact, it was plainly an armed robbery—we fail to comprehend. We do not for a moment wish to be associated with any party in China, whether reformers, reactionaries, or rebels, but the principles of British justice in which every Briton prides himself are in question, and it will be a sad day if a politician, who appears to be nothing more than a Parliamentary Cromwell's day or a Radical of Campbell-Bannerman's time should be sent to the execution ground through an inadequate interpretation of the law. Hu Kai Sing lies in Victoria gaol pending the Governor's orders in respect of extradition; we can only hope that his incarceration may be short, and that he will be enabled to realise the advantages which pertain to residence under the shadow of the Union Jack and the privileges which are enjoyed by those who entrust themselves to the infinite mercies of British justice.

LOCAL AND GENERAL.

LIEUTENANT A. Gott, Inspector of Army Schools, arrived from N. China per s.s. *Kwong-sang* on 11th instant, on completion of inspection duty.

OWING to the unsettled state of the weather, the Volunteer Concert, which was to take place on the Volunteer Parade Ground to-morrow, has been postponed until the 21st instant.

P. LOUREIRO, an assistant in the National Bank of China, Ltd., forfeited \$11 (compensation), at the Police Court, this morning, for damaging the complexion of a chair coolie, who was alleged to have been insulting to him, on the afternoon of the 9th inst.

THE Burma Oil Company have made over to Government the ruins of the old Portuguese Church at Syrian, probably the first Christian place of worship in Burma. It is to be preserved as an archaeological monument and the P. W. D. have the care of it at present with a small strip of the land around it.

PAN HEUNG, a coolie, employed at the Praya Hotel, was charged at the Police Court, to-day, with behaving in a disorderly manner in the hotel yesterday, and assaulting the cook—Li Yun. The trouble arose over an argument with the cook. The coolie was fined \$3. Thos. Barlett, the manager, prosecuted.

THE 127th year of the era of Ye dezerd begins to-morrow which is also the Paris New Year day. A jason ceremony will be held at 9 a.m. in the rooms of the temporary Paris Club in Elgin Street. The usual Gatha Ghambar Feasts have had to be abandoned this year for want of accommodation in the new premises, the old Club-house being still under repairs.

A COPPERSMITH, Kwan Ling by name, residing at 3, Toffin Street, was, yesterday, convicted and sent to gaol for fifteen days, and six hours' stock, by Mr. C. A. D. Melbourne, for theft. According to the evidence, accused, on 18th July last and on the 11th instant, got into the engine-room of a steam launch lying in Yau-ma-tei Bay and stole parts of the machinery, a copper pipe and four bolts, valued at \$10.

THE Board of Agriculture, Industry and Commerce have resolved to organise a large Steamship Company in order to inaugurate a service between the Chinese ports and North and South America, Australia and the Straits Settlements. It is not yet decided whether the Company will be managed by the Government or by private merchants, but in either case a subsidy of several hundred thousand taels per annum will be provided for it.

THE death took place at his residence this morning of Mr. Fernando Antonio de Carvalho, the first secretary of the reconstituted Club Lusitano. The late Mr. Carvalho was a popular member of the Portuguese community in the Colony. The flag at the Portuguese club was flying at half-mast to-day in honour of the deceased, who leaves a widow and a large family of young children to mourn his premature death at the early age of 42 years. The funeral will take place to-morrow morning, starting from the R. C. Cathedral at eight o'clock.

BY kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the Third Battalion, "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, to-morrow, the 14th inst.:—
Overture....."Sommernachtstraum".....Suppe
Valse....."Fleur-de-Printemps".....Bouquet
Selection....."An Artist's Model".....Jones
(a.) Lied....."Morgen Stundchen".....Schubert
(b.) Song....."Fetters of Gold".....Hutchinson
Selection....."Tom Jones".....German
Serenade....."Rococo".....Heilmann
Regimental Marches.....
God Bless the Prince of Wales,
God Save the King.

WUOHOW NOTES.

FORESHORE QUESTION.

13th September, 1907.
A proclamation has been issued by the Land Office officials in the people. The proclamation states that in consequence of the recent troubles over foreshore rights it is deemed necessary for all parties who own any part of the foreshore between the temple at the mouth of the Fish Ho and the temple near the lower boundary of the harbour limit, to register their title deeds at the land office immediately. Those who have not complied with this order by the 1st day of the 8th moon are notified that, should any trouble arise over their foreshore rights, their cases will not be taken up by the Government. Owners of foreshore property are also warned that they must not sell or in any other way dispose of their property until official sanction has been received. This is to be done to avoid disputes and unpleasantness.

NAVAL.

H.M.S. *Sandpiper* arrived here on the 6th instant and made a stay of 4 days. She left for Macao via Samshui this morning. H.M.R. *Rubin* is due here in a few days and will put in a week at this port.

SPORT.

The Wuchow Recreation Club played a return cricket match against H.M.S. *Sandpiper* on the 8th instant and were defeated by 36 runs, the scores being *Sandpiper* 95 runs Wuchow 54 runs. The game was played in pleasant weather and was most enjoyable. The *Sandpipers* made a bad start against the Wuchow bowlers and lost 8 wickets for some 30 runs. The last wicket was a stand and brought the score up to 90. The local men fared badly, and with the exception of Mr. Daniel, offered a poor resistance to the Naval bowlers.

SHOOTING MATCH.

A shooting match with the *Sandpiper* was fired yesterday evening and the Naval men again showed their superiority by winning the match by 22 points. A late start and bad light were not conducive to good shooting and both teams fired considerably below their average. The teams were 8 aside, and the lowest score on each side to be counted out. Quite a number of the community turned out to watch the shooting and the meeting partook of the nature of a social function and as such was enjoyed by those present.

UNREST IN SOUTH CHINA.

ANOTHER OUTBREAK.

SEIZURE OF FIRE-ARMS.

[From Our Own Correspondent.]

Canton, 12th September.
It is reported that another outbreak of lawlessness has taken place. The scene of the present disturbance is in the district of Shek Shing in Kaohchow prefecture bordering on Linchow. The *Chunli* or Brigadier-General of Kaohchow, Wong, has dispatched two regiments of troops to put down the disturbance. A large consignment of fire-arms, it is rumoured, imported by Anti-Monarchists, has been seized in the vicinity of Meaco. Arrangements have been completed for the despatch of more military officers to Wong Shing, to co-operate with Brigadier-General Li Chud in the suppression of the incipient outbreak at Yumchow.

Captain Kung, of the 13th regiment, at present stationed in the prefecture of Wuchow, has been transferred by order of H. E. the Acting Viceroy to Yumchow. He is to proceed to the latter district with further troops to assist General Li Chien.

Taotai Kwok Jen-chin, commander of the troops in Yumchow, some time ago intended to return to Canton on account of ill health, but he is now obliged to remain there owing to the present outbreak. The Canton Authorities have sent a telegram to Yumchow, detaining Taotai Kwok at his post and instructed him to co-operate with the local officials in suppressing the outbreaks. Taotai Kwok has held different positions in the prefecture of Yumchow for some years, and he is well versed in the administration of affairs in that locality.

EXCITEMENT IN A CLASSROOM.

QUEEN'S COLLEGE SCHOLAR JUMPS OVER VERANDA.

Considerable excitement, bordering on a panic, was manifested yesterday in one of the fifth classes of Queen's College, as a result of which one of the scholars is now lying in the Alice Memorial Hospital, suffering from injuries, which may, perhaps, end fatally. The school boy in question is Kwan Yuen Sui, sixteen years of age, and residing with his people at the Kwong Hip Lung firm, Connaught Road Central. There are, so we are informed, several fifth classes in the College, but the one already referred to is situated on the first floor of the building, overlooking Aberdeen Street.

Just before the tiffin recess yesterday the thirty boys in class V were busily engaged at their work. The schoolmaster was at his desk. Suddenly, and without the least warning, part of the ceiling at the farthest end of the room collapsed. The excitement that followed this was terrible. In a moment the whole classroom was on its feet. Boys dashed here, there and everywhere in an effort to leave the building behind them, regardless of the schoolmaster's warning that there was no danger of the building coming down. A few boys rushed to the veranda. And when the entire class had got out they found Kwan Yuen Sui lying on the concrete below. He had jumped over the veranda during the excitement, a twelve feet fall, landing on his back.

Mr. T. K. Dealy, the second master of the College, promptly sent for a doctor, who responded in quick time and, after examining the injured boy, had him removed in an ambulance to hospital. Nothing definite could be obtained this afternoon as to the nature of the boy's injuries, although it was whispered that his spine is affected.

CANTON DAY BY DAY.

CHEAPER RICE.

[From Our Own Correspondent.]

Canton, 12th September.
The committee of the Cheap Rice Disposal Bureau reported to the Kwangchow Prefect that, at present, the price of rice is gradually going down and that there is no need of importing rice from Kwangsi. The Prefect has reported the matter to the Acting Viceroy, and requested him to confer honours on the members of the committee in recognition of their valuable services towards the poorer people. H. E. Wu, in response, stated that he would communicate with the Kwangsi Government that the necessity for the importation of rice from the sister province into this province no longer exists, and that as the second crop of rice in this province is expected to be a favourable one, it is proposed to discontinue the disposal of cheap rice to the public from the beginning of the ninth month, if possible. The committee of the Rice Disposal Bureau will be rewarded by the Authorities after the closing of the bureau.

PRISONERS EXECUTED.

Yesterday, five criminals were taken from the Nanhai prison to the execution grounds, where they were beheaded, for having been found guilty of armed robbery. The men were arrested at and extradited from Hongkong, consequently the British Consul-General at Canton was requested to be present to witness the carrying out of the capital punishment.

RAILWAY TRAFFIC RECEIPTS.

A return of the amount of fare collected from passengers on the Wongshe-Kongtsun section of the Canton-Hankow Railway for the past ten days from the 29th ultimo to the 7th instant is as follows:—29th ultimo, \$381; 30th ultimo, \$144; 31st ultimo, \$120; 1st inst., \$101; 2nd inst., \$172; 3rd inst., \$235; 4th inst., \$172; 5th inst., \$175; 7th inst., \$165.

CONSUL VISIT.

To-morrow morning, at 10 o'clock, H. E. the Acting Viceroy will receive the Consul-General for the Netherlands residing at Hongkong.

MACAO'S BOUNDARIES.

Acting Viceroy Wu has memorialised the Throne for the appointment of a Special Commissioner to negotiate with the Portuguese Government with regard to the delimitation of the boundaries of Macao.

HONGKONG WATER POLO
SHIELD COMPETITION.

NINTH ROUND.

Yesterday in the midst of a thunderstorm the Corinthian Yacht Club met the Royal Engineers "B" team to decide their tie in the above round. The Engineers seemed to have made vast improvement and played a very sound defensive game throughout, hence the Corinthians only securing five goals to their credit. The "B" team had a good many tries, but were unsuccessful. The Corinthian team no doubt felt the absence of R. C. Wittich, their centre forward. E. Humphreys scored 3 goals and C. J. Cooke and J. Miller one each; total, five goals to nil.

The teams were:—C. Y. C.—J. Forbes, E. Humphreys, C. Humphreys, E. Scriven, J. Miller, C. J. Cooke and O. R. Chouyut.
R. E. "B"—Sappers Williams, Burgess, Turner, Gibson, Potter, Hutchison and Haywood.

C COMPETITION TABLE.

Played	Won	Lost	Drawn	Points
V. R. C. "A"	8	7	0	1
87th Co. R.G.A.	8	7	0	1
Corinthian Y.C.	8	6	2	0
V. R. C. "B"	8	4	4	0
R. H. K. Y. C.	7	4	3	0
R. E. "A"	8	3	5	0
R. E. "B"	8	1	7	0
Middlesex "B"	7	1	6	0
Middlesex "A"	8	1	7	0

THE HARBOUR SWIM.

A good many, if not all, of the nineteen swimmers who have entered for the race across the harbour, will, no doubt, start to-morrow, and the Victoria Recreation Club are providing a launch to leave Murray Pier at 4.30 p.m. sharp, for the convenience of members.

A great deal more interest is being taken this year in the Harbour Race and, if Barros (V.R.C.) does as well to-morrow as he did last week, when he went over the course in something like 25 minutes with Pereira close behind, we shall not be surprised to see him touch the Fryu Wall first; but Cooke, of the Corinthian Yacht Club, and Gunner Ward of the 87th Co. Royal Garrison Artillery, are also considered favourites.

A CLEANER HOUSE-BREAKER.

HIS NARROW ESCAPE.

Lau Sam's liberty was curtailed to the extent of forty-two days' hard, with six hours' stocks, by Mr. F. A. Hazeland, at the Police Court, this morning, for malpractices. For some days past Lau and a few of his friends have had their eyes fixed on a certain house at Wanchai—9, Albion Street. All by his lonesome this morning Lau started out to put his tactics into operation. As the clocks were chiming six he had opened out. He succeeded in effecting an entrance into the ground floor of the building, which is unoccupied, and through the backyard up the waterspout and into the first floor. Then he got down to business. In a minute Lau had collected six jackets, three umbrellas and a five-dollar bill, which he found in a drawer and was starting to quit the premises. But here a tragedy nearly came about; for on climbing up the window to slide down the waterspout, Lau overbalanced himself and would have landed at the bottom had he not got hold of the window and steadied himself. The window rattled, the landlord awoke, and Lau's downfall came about.

THE TOKIO FLOODS.

EXPERT OPINION ON THE DAMAGE.

On the morning of the 28th ultimo Mr. Yamagata, Minister for Communications, waited upon his Majesty the Emperor, and reported on the extent of the damage caused to the railway, telegraph and telephone lines, and the measures to be taken to effect the necessary repairs.

From the reports appearing in these columns during the past few days, it can easily be imagined that the total damage is enormous. Of the public properties, the railways have suffered most. When to this damage is added the losses caused by the destruction of bridges and public roads, the total damage exceeds ¥10,000,000, according to the estimate of a certain civil engineer in Tokyo. Next may be counted the damage caused to the crops, which, in the opinion of the same authority, does not amount to a very important figure. At the present time, if the paddy is submerged for a few days, the damage to the crop would be comparatively light, as the ears are not yet out. Mulberry leaves for autumn sericulture may have been destroyed, but the districts which have suffered in this connection are limited. Crops of beans, fruits and vegetables, however, may have been damaged to some extent. When these damages are taken together the total will probably not exceed ¥150,000. The damage to industrial business, which has generally been limited in reckoning the damage caused by the inundation, must also be taken into account. Many factories have been flooded or else deprived of motivepower, and the loss or damage inflicted on this account is not inconsiderable. Then there is the moral damage caused to industry on account of the inability to get supplies of materials and of disposing of goods damaged by the floods. Factories using water for motivepower have also received severe setbacks, and some of these works may be compelled to effect extensive alterations in their plants as the result of lessons learned from the recent disasters. Such moral damages cannot easily be estimated, but they will amount to a very considerable figure. Lessons learned from the recent inundations will awake men of intelligence to the urgent importance of reforms in the administration for the control of rivers, concludes the engineer above referred to.

The damages caused to the railway lines by the inundations are said to be the heaviest on record. Owing to the interruption of telegraph and telephone communication to many places, the Communications Department is not yet in a position to ascertain the cost of the repairs, but there is little doubt that the estimate for the maintenance of the permanent way for the present year cannot cover the cost. The authorities of the Communications Department are prepared to apply for the appropriation of the Government reserve fund for the year.

Of the railway lines, the eastern section of the central line has been most seriously affected. According to a report from the stationmaster at Otaki, the permanent way between Otaki and Sazago is either washed away or buried under landslips at 15 points, the total length of the line damaged being over two miles. Over 80 telegraph posts are down, and about 200 houses have been washed away along the damaged line, while a number of people have been killed or injured. The repairs of the line will take about three months.

The receipts at the Shimbashi Station, Tokyo, have naturally heavily declined since the inundations. The daily revenue, which previously had never been below ¥4,000, has fallen off tremendously, sometimes not more than ¥600 being taken. All the other stations in Tokyo have similarly suffered. It is expected that the total at the end of this month will show a decrease of not less than ¥70,000 on a normal month.

On the other hand, the steamers running between Yokohama and Kobe are crowded, and many foreigners are forced to be content to travel steerage, already uncomfortably full.

It is stated that the loss of life at Fukushima as the result of the floods, which were very disastrous there, has been smaller than might have been anticipated. This is chiefly due to the prompt assistance given by the troops and police force, and as the disaster came at dawn the loss of life was not so great as would have been the case if it had occurred at night. So far as is known 11 died and four are missing. Some policemen have lost all their belongings while they were out at work on the rescue of the sufferers. People are constantly arriving in Fukushima from other places, to visit their friends or relatives, all bringing with them firewood, rice and *sake*. The city of Miyazu suffered very severely. Many cemeteries belonging to Buddhist temples have been devastated by water many bodies lately buried have been washed out, and the hideous sight of carrion crows consuming the corpses is not at all uncommon. A considerable number of people have been killed by land-slips. Up to Wednesday afternoon 50 bodies were discovered, while many corpses are adrift on the sea. Considerable quantities of woodwork and many houses are also strewn over the sea. They are supposed to have been washed away by the Yura River. Many of the sufferers are on the verge of starvation on account of the rise in the price of rice.

A score of houses which were washed out by the River Yura were seen adrift on the sea almost intact. Some of them were ablaze.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Kutiang*) 14th inst.
French (*Nara*) 14th inst.
American (*Nippon Maru*) 16th inst.
Indian (*Lahang*) 21st inst.
Canadian (*Empress of India*) 24th inst.

The P. M. S. S. Co.'s s.s. *Koria* arrived at San Francisco on 12th inst.

The C. P. R. Co.'s s.s. *Montague* arrived at Vancouver at 4 p.m. on 11th inst.

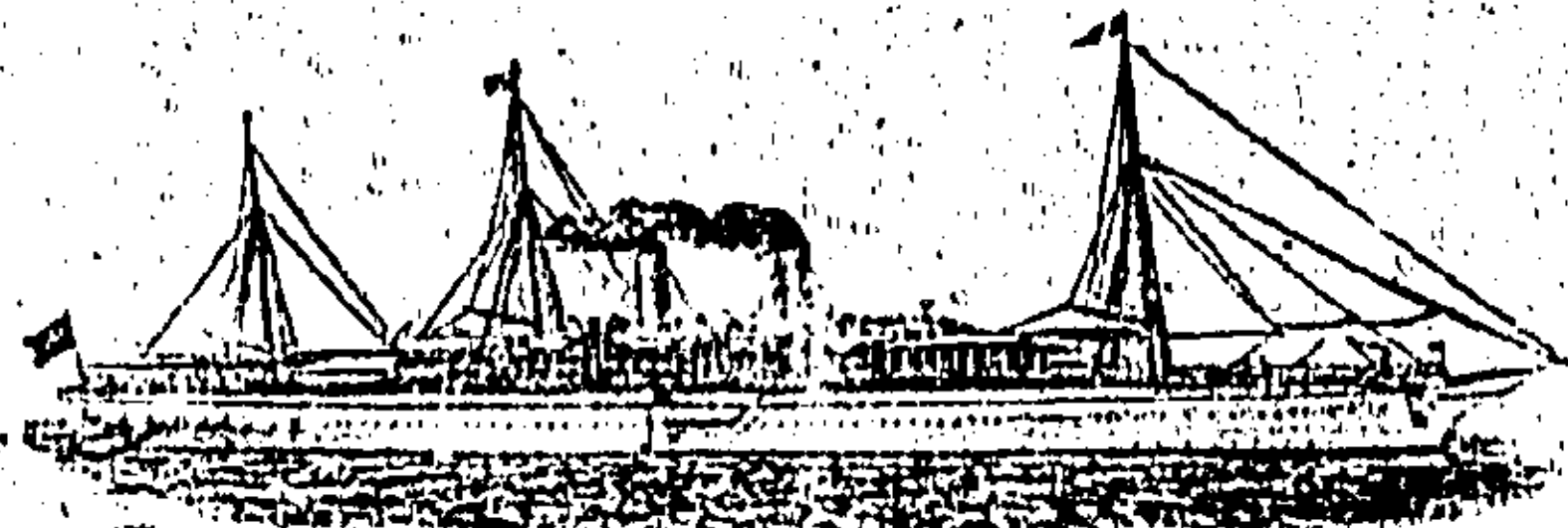
The s.s. *Ghazal* sailed from Keelung yesterday afternoon, and may be expected here on 13th inst.

The Imperial German Mail s.s. *Cordun*, which left here on 10th inst., arrived at Shanghai on 13th inst., at 5 a.m.

The Java-China-Japan Line s.s. *Tsushima* left Moji for this port on 13th inst., and may be expected here on or about the 15th inst.

The T. K. K. s.s. *Nippon* arrived at Manila yesterday at 5 p.m., and will probably leave Saturday night, being due at Hongkong on the afternoon of the 16th inst.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave Hongkong	Arrive Vancouver
"EMPRESS OF CHINA"	6,000	THURSDAY, Sept. 26th	Oct. 14th
"EMPRESS OF INDIA"	6,000	THURSDAY, Oct. 24th	Nov. 11th
"MONTEAGLE"	6,163	WEDNESDAY, Nov. 6th	Nov. 30th
"EMPRESS OF JAPAN"	6,000	THURSDAY, Nov. 21st	Dec. 9th
"TARTAR"	4,425	WEDNESDAY, Dec. 4th	Dec. 28th
"EMPRESS OF CHINA"	6,000	THURSDAY, Dec. 19th	Jan. 6th

"EMPRESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OR JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPRESS" Steamship, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA and 23 days from HONGKONG.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Paddar Street and Praya, Hongkong, 29th August, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI VIA SWATOW	"KWONGSANG"	SUNDAY, 15th Sept., daylight
SINGAPORE	"KUNSAUNG"	MONDAY, 16th Sept., 3 P.M.
SHANGHAI	"HINSANG"	TUESDAY, 17th Sept., Noon
SHANGHAI, YOKOHAMA, KOBE	"KUTSANG"	THURSDAY, 19th Sept., 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 20th Sept., 4 P.M.
TIENSIN	"CHONGSHING"	SATURDAY, 21st Sept., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st Class	Single	Return
	\$ 65	\$ 100
Penang	85	130
Calcutta	165	250

* These Steamers have superior accommodation for first-class passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,

General Managers.

Hongkong, 13th September, 1907.

CHINA NAVIGATION CO., LIMITED.

For STEAMERS TO SAIL.

For	Steamship	To SAIL
HONGKONG & HAIKONG	"SI AN"	14th Sept., daylight
SWATOW & SHANGHAI	"KIUKIANG"	15th " " 4 P.M.
MANILA	"TEAN"	17th " " " "
SWATOW, NINGPO & SHANGHAI	"SHAOSHING"	17th " " " "
AMOI, CHEFOO & NEWCHANG	"KWEIYANG"	17th " " " "
CHEFOO & TIENSIN	"KURICHOW"	22nd " daylight
SWATOW & SHANGHAI	"YOHOW"	23rd " 4 P.M.
MANILA, ZAMBOANGA & COLONIES	"CHANGSHA"	27th " " "
YOKOHAMA & KOBE	"CHINGTU"	30th Oct., " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 13th September, 1907.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
RUBI	2540	Almond	MANILA	SATURDAY, 14th Sept., 1907.
ZAFIRO	2540	Fraser	"	SATURDAY, 21st Sept., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Hongkong, 7th September, 1907.

HONGKONG-NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship "OCEAN MONARCH" On the 2nd November, 1907.

For Freight and further information, apply to

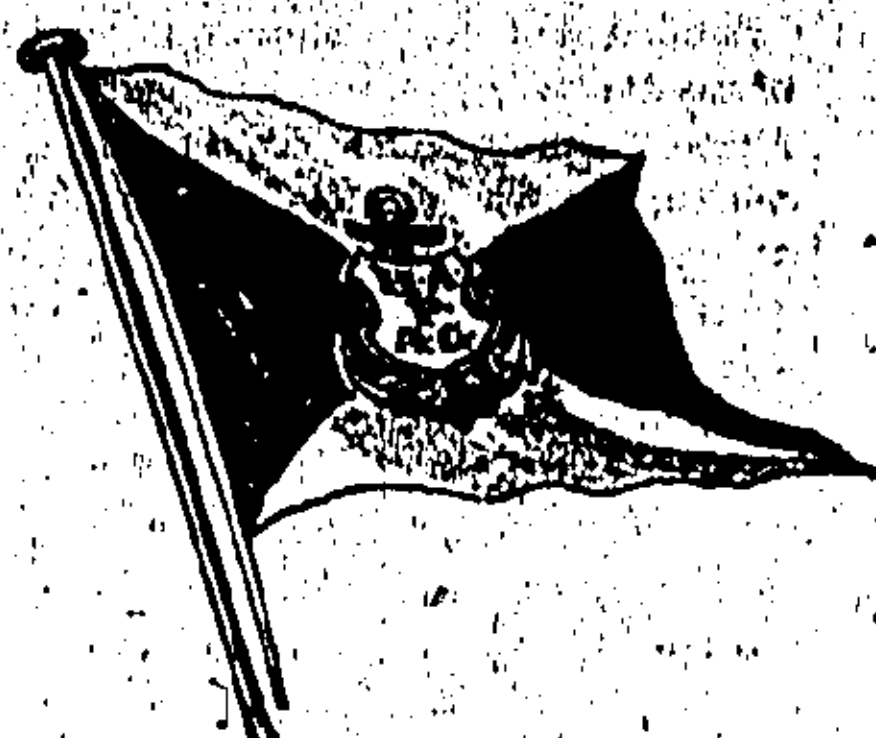
SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 13th September, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HOHENSTAUFEN ... 1st Oct.

RHENANIA ... 2nd Oct.

SILESIA ... 2nd Nov.

HOHENSTAUFEN ... 30th Oct.

Hongkong, 2nd September, 1907.

FOR VLADIVOSTOCK.

THE Steamship

"VINE BRANCH,"
will be despatched for the above on the 14th inst.

For Freight and further Particulars, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 10th September, 1907. [717]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"NERA,"

Captain C. Schmitz, will be despatched for the above Ports, on or about MONDAY, the 16th September.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 9th September, 1907. [10]

FOR DALNY.

THE Steamship

"KARONGA,"
will be despatched for the above Port, on the 20th inst.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 13th September, 1907. [794]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM,"

Captain St. John George, will be despatched as above, on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th September, 1907. [808]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing
Superic	6,235	W. Shotton	1st Oct.
Kumeric	6,232	D. Baird	15th Oct.
Shawmut	9,605	E. V. Roberts	6th Nov.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 2nd September, 1907. [11]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "GHAZEE" ... 14th Sept.

FOR NEW YORK.

S.S. "SIKH" ... 5th Oct.

S.S. "MUNCASTER CASTLE" ... 26th Oct.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further information, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 13th September 1907. [64]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain E. Fey, will be despatched for the above Ports, on TUESDAY, the 17th inst., at 1 P.M. instead of as previously advertised.

For Freight and Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 12th September, 1907. [811]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

LIQUEUR via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers, Tons, To sail

"KASATO MARU" ... 6,100 ... About Middle of Oct., 1907.

"KATHERINE PARK" ... 5,000 ... About End of Nov., 1907.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSUDA,
Manager,
York Building.

Hongkong, 2nd September, 1907. [15]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER.

"KWONG SAI" ... Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey ... \$4.
Meals ... \$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,
and
SHIU ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 3rd July, 1907. [16]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'ARQUILLER STREET,
HONGKONG.

Hongkong, 3rd September, 1907. [800]

HONGKONG AVERAGE MARKET PRICES.

Corrected 6th September, 100 cts. per \$ Max.

BUTCHER MEAT.

	Cents.
Beef sirloin & primecut—Mei Lung Pa B.	20
Corned—Ham Ngau Yuk	20
Roast—Shiu	20
Breast—Ngau Lam	15
Soup, Tong Yuk	15
Steak—Ngau Yuk Pa	20
Sirloin—Ngau Lau	30
Sausages—Ngau Yuk Chaung	26
Mutton's Brains—Know	per set
Tongue fresh—Ngau Li	each
Comed—Ham Ngau Li	55
Head—Ngau Tau	80
Heart—Ngau Sum	per lb
Hump, Salt—Ngau Kin	20
Feet—Ngau Keok	each
Kidneys—Ngau Yiu	10
Tail—Ngau Mei	17
Liver—Ngau Con	13
Tripe (undressed)—Ngau To	7
Calves' Head and Feet—Ngau-chai-tau-koek	1.00
Mutton Chop—Yeung Pai Kwat	24
Leg—Yeung Pei	24
Shoulder—Yeung Shau	20
Pigs' Chillings—Chi cheong	24
Brains—Chi Know	per set
Feet—Chi Keok	12
Fry—Chi Chak	12
Head—Chi Tau	12
Heart—Chi Sum	9
Kidneys—Chi Yiu	8
Liver—Chi Kon	28
Pork, Chop—Chi Pai Kwat	21
Comed—Ham Chu Yuk	—
Leg—Chu Pei	22
Fat or Lard—Chu Yau	—
Sheeps' Head and Feet—Yeung Tau	60
Keok	—
Heart—Yeung Sum	each
Kidneys—Yeung Yiu	10
Liver—Yeung Con	14
Sucking Pigs, To Order—Chu Chai	—
Suet, Beef—Sang Ngau Yau	16
Mutton—Sang Yeung Yau	24
Veal—Ngau Chai Yuk	—
Sausages—Ngau Chai Yuk Tong	20

FRUITS.

	Cents.
Almond—Hung Yan	20
Apples, (California)—Kam San Ping	—
KO	20
(Chefoo)—Tin Chun Ping	—
KO	15
Small—Hoi Tong	8
Custard—Fan Lai Chi	each
Macanas, fragrant, Canton—Sang Sheng	3
Hung Chiu	—
(Brides), Macao—San Heung Chiu	6
Chestnuts, Chinese—Foong Lut	—
Carambola—Yeung Tou	8
Cocconuts—Yeh Ts	each
Grapes—Sin Tai Ts	10
Lemons, China—Ning Moong	6
Amer.—Kum San Ning Moong	5
Lichees, Small Stone—Lai Chi Con	—
Fresh, Lai Chi	—
Limes, (Saigon)—Sai Kung Ning	—
Moong	each
Mango, Manila—Lui Sung Moong	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Ts	dos.
Oranges, (America)—Kam San Tim	—
Chang	20
Small—Tai Kut	—
Mandarin—Tim Kut	—
Olives—Pak Lam	8
Passion Fruit	each
Pears, (American)—Kam San Shui Li	16
(Canton), Cooking—Sa Li	8
(Shanghai)—Sheung Hoi Li	18
Peanuts, Fa Sang	10
Persimmons, Large—Hung Che	8
Pine-apples, 1st quality—Sheung Poon	—
Ti Paw-law	each
and cooking—Chung-tang	10
Paw-law	—
Platons—Tai Chiu	2
Plums, Swatow—Hung Lai	2
Pumelo, Siam—Chim Lo Yau	each
Walnuts, Hop Tou	12
Green—Sang Hop Tou	5
haoghai Lo Kwat	—

VEGETABLES, &c.

	Cents.
Artichokes, Shanghai—Sheung Hoi Ab	—
Chi Chai	—
Beans, (French) Macao—Oh Moon Pin	—
Tau	—
Beans, (French), Shanghai—Sheung Hoi	—
Pin Tau	—
Beans, Sprout—Ah Choi	4
Beans, Long—Tau Kok	6
Beet Root—Hung Choi Tau	each

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.
SOAP AND SODA MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTJENS GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1907.

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.WM. PARLANE,
Manager.THE HONGKONG
STUDIOHIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all sizes.LARGE SELECTION OF VIEWS ALWAYS
ON HAND.PRICE VERY MODERATE
Hongkong, 12th September, 1907.

Shipping.

Arrivals.

Borneo, Br. s.s., 2,044, G. W. Gordon, 12th
Sept., London 3rd Aug. and Singapore
7th Sept., Gen.—P. O. S. N. Co.

Loongsang, Br. s.s., 1,093, S. J. Payne, 1st
Sept., Manila 7th Sept. and Amoy 11th
Sept., Gen.—J. M. & Co.

Zweana, Br. s.s., 1,148, A. Ramsay, 12th Sept.,
Samarang via Ports 31st Aug. Sept.,
Chinese.

Petchaburi, Ger. s.s., 1,173, C. Wolff, 12th
Sept., Bangkok 4th Sept., Rice, Cotton
and Timber—M. & Co.

Kinkiang, Br. s.s., 1,221, H. A. Wavell, 13th
Sept., Canton 12th Sept., Gen.—B. & S.

Indrasambha, Br. s.s., 3,366, T. R. Evans, 13th
Sept., New York 17th July, Gen.—J. M.
& Co.

Hailan, Br. s.s., 377, L. Andersen, 13th Sept.,
Hohow 11th Sept., Gen.—A. R. M.

Tean, Br. s.s., 1,216, A. Somerville, 13th Sept.,
Manila 10th Sept., Gen.—B. & S.

Clearances at the Harbour.

Sungking, for Cebu.

Haitan, for Swatow.

Kinkiang, for Swatow.

Kowloon, for Tsingtau.

Kayashima Maru, for Shanghai.

Rubi, for Manila.

Dorneo, for Shanghai.

Haitan, for Haiphong.

Germania, for Sydney.

Departures.

Sept. 13.

Haitan, for Coast Ports.

Passengers arrived.

Per Loongsang, from Manila, &c.—Mr. and
Mrs. Hughes.

Per Dorneo, for Hongkong from London—
Messrs. A. C. Combes, H. Woodward, Sub-Lt.
Jessop, and Lieut. Comdr. Wilco. From
Singapore—Rev. H. C. Bower, and Mr. A.
Denny. From London for Shanghai—Messrs.
G. W. Alcock, S. Furniss, F. D. Allen, T.
Griffiths, A. Alkenhead, E. Randall, W. Parker,
D. Ingleton, F. McLean, V. N. Beck, J. Sut-
cliffe, W. Simpson, Miss D. Fraser, Messrs. J.
L. Swallow and F. Gates. For Yokohama—
Messrs. J. G. Taylor and H. Smith.

Passengers departed.

Per Prime Sightseeing, for Australian Ports—
Messrs. R. S. Crombie, J. Dear, T. Diehl, L.
Fiedler, Messrs. S. Faulenbach, H. Horstmann,
Singleton, W. Steinemann, K. Wahnes and S.
T. Wagner.

Shipping Reports.

Str. Loongsang, from Manila via Amoy.—
Fresh N.E. winds and rough sea to Amoy and
similar weather from there to Breaker Point,
thence light W.N.W. winds and fine cloudy
weather.

VESSELS IN PORT.

STEAMERS.

Aki Maru, Jap. s.s., 3,995, M. Yagi, 8th Sept.,
Seattle via Japan and Shanghai 5th
Sept., Flour and Gen.—N. Y. K.

Belgavia, Ger. s.s., 3,479, Hildebrandt, 12th
Sept., Singapore 4th Sept., Gen.—H. A.
L.

Childar, Nor. s.s., 1,102, A. Augensen, 11th
Sept., Bangkok 3rd Sept. and Swatow
10th Sept., Gen.—N. Y. K.

Chiyuen, Ch. s.s., 1,177, C. Stewart, 12th Sept.,
Pakhoi 10th Sept., Ballast—C. M. S. N. Co.

Chowla, Ger. s.s., 1,055, T. Spieren, 9th Sept.,
Bangkok 2nd Sept., Rice—B. & S.

Chunyang, Br. s.s., 1,410, D. A. King, 11th
Sept., Moji 5th Sept., Coal—J. M. & Co.

City of Delhi, Br. s.s., 2,626, J. R. McGregor, 11th
Sept., Manila 8th Sept., Petroleum
Oil—S. O. Co.

Countfield, Br. s.s., 2,871, J. Wiseman, 2nd
Sept., Kuchinozu 28th Aug., Coal—M.
& Co.

Daijin Maru, Jap. s.s., 902, I. Sakurai, 11th
Sept., Tamai via Amoy and Swatow 10th
Sept., Sulphur and Pepper, &c.—O. S. K.

Empress of China, Br. s.s., 3,016, R. Archibald,
N.Y.K., 25th Aug., Vancouver, B.C., 6th
Aug. and Shanghai 22nd, Mails and Gen.—
O. P. R. Co.

Fausang, Br. s.s., 1,410, H. S. Malkin, 5th
Sept., Amoy 3rd Sept., Coal—J. M. & Co.

Germania, Ger. s.s., 1,000, H. Flügel, 28th
Aug., Sydney via Ports 12th July, Copra
and Shells—S. & Co.

Haitan, Br. s.s., 1,183, J. S. Roach, 11th Sept.,
Fochow via Amoy and Swatow 10th
Sept., Gen.—D. L. & Co.

Hanoi, Fr. s.s., 730, P. Merlees, 10th Sept.,
Haiphong 7th Sept. and Hoihow 9th,
Gen.—A. R. M.

Hinsang, Br. s.s., 1,135, A. G. Smith, 11th
Sept., Kuchinozu via Swatow 3rd Sept.,
Coal—J. M. & Co.

Kagoshima Maru, Jap. s.s., T. Arakawa, 12th
Sept., Singapore 6th Sept., Gen.—N. Y.
K.

Kowloon, Ger. s.s., 1,487, A. Enigh, 7th Sept.,
Nagasaki 3rd Sept., Gen.—H. A. L.

Kunming, Br. s.s., 2,078, E. J. Buller, 26th
Aug., Calcutta via Penang and Singapore
20th Aug., Gen.—J. M. & Co.

Kwong, Br. s.s., 1,226, H. Stott, 11th Sept.,
Hoogoo 9th Sept., Gen.—B. & S.

Kwong, Br. s.s., 1,042, Dawson, 11th Sept.,
Newchwang via Chefoo and Shanghai
7th Sept., Gen.—B. & S.

Lightning, Br. s.s., 2,122, E. Fey, 6th Sept.,
Calcutta 3rd Aug. Penang and Singapore
5th Sept., Gen.—D. L. & Co.

Manchuria, Am. s.s., 8,750, J. W. Saunders,
4th Sept., San Francisco 8th Aug., Honolu-
lulu 15th, Yokohama 27th and Shanghai
and Sept., Mails and Gen.—P. M. S. S. Co.

Michael Jebson, Ger. s.s., 951, H. Bendisen,
12th Sept., Sourabaya 3rd Sept., Sugar,
J. C. J.

Neumuchlen, Ger. s.s., 1,040, M. Fischer, 9th
Sept., Kuchinozu 3rd Sept., Coal—J. M.
& Co.

Ningchow, Br. s.s., 5,377, Allen, 8th Sept.,
Tacoma and Ports 7th Aug., Gen.—B. & S.

Nord, Nor. s.s., 73, G. Haraldsen, 28th Aug.,
Singapore 24th Aug., Rice and Paddy—
W. & Co.

Pakia, Ger. s.s., 1,018, F. Wenzel, 9th Sept.,
Swatow 8th Sept., Gen.—B. & S.

Powhatan, Br. s.s., 1,651, W. F. Turner, 3rd
Sept., Salina Cruz (Mexico) 15th July,
Ballast—D. & Co., Ltd.

Profit, Nor. s.s., 715, H. Schlytter, 10th Sept.,
Hoihow 10th Sept., Sugar—Agnard, Thore-
sen & Co.

Progress, Nor. s.s., 1,641, Thos. Schlewig, 6th
Sept., Sandakan 31st Aug., Timber—
W. & Co.

Rubi, Br. s.s., 1,226, R. W. Almond, 2nd Sept.,
Manila 1st Aug., Gen.—S. F. T. & Co.

Sandon Hall, Br. s.s., 3,263, J. M. Main, 24th
Aug., New York 25th June, Case Oil—
S. O. Co.

Seita, Ger. s.s., 971, J. Desler, 11th Sept.,
Java 29th Aug., Sugar—S. & Co.

Signal, Ger. s.s., 928, G. Schlaikier, 6th Sept.,
Pakhoi and Hoihow 5th Sept., Gen.—J.
& Co.

Singara, Br. s.s., 1,027, F. Jamieson, 11th Sept.,
Haiphong and Hoihow 10th Sept., Gen.—
B. & S.

Store Nordiske, Dan. cable s.s., 576, H. C. A.
Petersen, 6th Sept., Shanghai 23rd Aug.,
Ballast—G. N. T. Co., Ltd.

Sungking, Br. s.s., 987, G. H. Pennefather,
9th Sept., Hoihow 5th Sept., Sugar and
Hemp—B. & S.

Tijpanas, Dut. s.s., 2,271, A. Pender, 12th
Sept., Kuchinozu 8th Sept., Coal—J. C. J.

Vine Branch, Br. s.s., 2,177, H. J. Ritson, 11th
Sept., Manila 8th Sept., Sleepers—D. &
Co., Ltd.

SAILING VESSELS.

King George, Br. ship, 27, 57, J. C. White,
12th July, Swatow 5th July, Ballast—S.
O. Co.

Lyndhurst, Br. 2-masted ship, 2,501, Parrell,
6th July, Kobe 1st June, Ballast—S. O.
Co.

Steamers Expected.

Vessel	From	Agents	Date
Kutsang	Singapore	J. M. & Co.	Sept. 14
Persia	Singapore	H. A. L.	Sept. 14
Nippon Maru	Manila	T. K. K.	Sept. 16
Nera	Salig	M. K.	Sept. 16
Kawachi Maru	Japan	N. Y. K.	Sept. 16
Beaumont	Singapore	C. J. L.	Sept. 18
Tijlajap	Moji	C. J. L.	Sept. 18
Manila	Sydney	M. & Co.	Sept. 18
Laisan	Singapore	J. M. & Co.	Sept. 21
Emp. of India	Vancouver	C. P. R. Co.	Sept. 24
Indian	Port Said	M. & Co.	Sept. 24
Yeterolu Maru	Colombo	N. Y. K.	Sept. 24

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

H.M.S. Flora at Kowloon Dock

Dragon " "

Powhattan " "

Argus " "

The Ships Passed Canal.

16th August—Ernest Simons, Tydeus, Dor-
no, Belgeavia. 20th August—Bismarck, Bre-
conshire, Syria, Ulysses, 23rd August—Ara-
gonia, Altioua, Colombo Maru, Inaba Maru,
Deucalion, Glenisne, Nera. 27th August—
Indrapura, Ina Lualaba, Vandila, Wakasa
Maru, 30th August—Johannes, Schuyll, Pel-
ling, Willhad, Tonkin, Spelard, 3rd Septem-
ber—Anchises, Machoon, Renaldi, Peshawar,
Nyansa, China (Aus.), Poona, Brighton, Cy-
lon Maru, Kletit, St. Patrick. 6th Septem-
ber—Glaucus, Hakata Maru, Yarra, Kamakura
Maru, Hohenstaufen, Pak Ling, 10th Septem-
ber—Brigantia, Hakata Maru, Zieten, Dron,
Dreien.

Arrivals at Home—16th August—Achilles,
Pliothira. 20th August—Preussen, Kanagawa
Maru, Benledi, Hyson, Lennox. 23rd August—
Ernest Simons, Christiana, St. Domingo.
27th August—Norman, Oanfa. 30th August—
Colombo Maru. 3rd September—Altioua,
Breconshire, Wakata Maru, Erichsen, Peshawar,
Ferdinand, Prinz Ludwig, Silezia (Ger.). 6th
September—Tonkin, Pelus, Syria. 10th Sep-
tember—Colombo Maru.

Post Office.

A Mail will close for—
On and from the 30th instant, the British
Post Office at Tientsin will be closed.

Haiphong—Per Hanoi, 14th Sept., 9 A.M.
Nagasaki—Kobe—Yokohama; Honolulu and
San Francisco—Per Manchuria, 14th Sept.,
11 A.M.

Macao—Per Sul Tai, 14th Sept., 1.15 P.M.

Singapore—Per Fausang, 14th Sept., 2 P.M.

Manila—Per Rubi, 14th Sept., 3 P.M.

Swatow, Ningpo and Shanghai—Per Ku-
atung, 14th Sept., 3 P.M.

Swatow and Shanghai—Per Kwongyang, 14th
Sept., 3 P.M.

Singapore—Per Ghazir, 14th Sept., 3 P.M.

Shanghai, Moji, Kobe and Yokohama—Per
Dorneo, 14th Sept., 3 P.M.

Moji, Kobe, Yokohama and Portland, Or.—
Per Nicomedia, 11th Sept., 9 A.M.

Swatow and Bangkok—Per Pakia, 16th
Sept., 11 A.M.

Swatow, Amoy and Fochow—Per Hai-
wan, 16th Sept., 11 A.M.

Keelung, Shanghai, Kobe, Yokohama,
Victoria, B.C. and Seattle, Wash.—Per Aki
Maru, 16th Sept., 3 P.M.

Singapore—Per Ningchow, 16th Sept., 3 P.M.

Shanghai—Per Hinsang, 17th Sept., 10 A.M.

Singapore, Penang and Calcutta—Per
Lightning, 17th Sept., NOON.

Europe, Kc., India, via Tuticorin—Per
Tourane, 17th Sept., 11 A.M.

Manila—Per Tean, 17th Sept., 3 P.M.

Swatow and Shanghai—Per Shaoxing, 17th
Sept., 3 P.M.

Chefoo and Newchwang—Per Kwongyang,
17th Sept., 3 P.M.

Singapore—Per Typhana, 17th Sept., 4 P.M.

Shanghai, Yokohama, Kobe and Moji—Per
Kutang, 18th Sept., 3 P.M.

Delays—Per Karunga, 20th Sept., 11 A.M.

Nagasaki, Kobe, Yokohama, Honolulu and
San Francisco—Per Nippon Maru, 21st Sept.,
10 A.M.

Manila—Per Zafiro, 21st Sept., 10 A.M.

Europe, Kc., India, via Tuticorin—Per
Maitia, 21st Sept., 11 A.M.

Tientsin—Per Cheongshing, 21st Sept., 3 P.M.

Chefoo and Tientsin—Per Kueichow, 21st
Sept., 3 P.M.

Swatow and Shanghai—Per Yochow, 23rd
Sept., 3 P.M.

Europe, Kc., India, via Tuticorin—Per
Prinz Heinrich, 25th Sept., 11 A.M.

Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Empress of
China, 26th Sept., 3 P.M.

Manila, Zamboanga, Port Darwin, Thursday
Island, Cooktown, Cairns, Townsville, Bris-
bane, Sydney, Hobart, Launceston, New
Zealand, Melbourne, Adelaide and Perth—Per
Changsha, 27th Sept., 3 P.M.

Timor, Port Darwin, Thursday Island,
Cooktown, Cairns, Townsville, Brisbane,
Sydney, Hobart, Launceston, New Zealand,
Melbourne, Adelaide, Perth and Fremantle—
Per Alidama, 28th Sept., 11 A.M.

Yokohama and Kobe—Per Chinglu, 10th
Oct., 3 P.M.

Manila, Simpanhafen, Fr. Wilhelmshafen,
Hamborough, Matupi, Brisbane, Sydney,
Hobart, Launceston, New Zealand, Melbourne,
Adelaide, Perth and Fremantle—Per Manila,
10th Oct., 11 A.M.

	Sept. 1st	Sept. 1st
Barometer	29.79	29.67
Temperature	81	85
Humidity	78	69
Windsfall	0.14	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME	CLASS	TONS	GUNS	H.P.	CAPTAIN	LAST REPORTED AT
Alacrity	despatch vessel	700	4	3,000	Commander E. La T. Leatham	Weihaiwei
Asiatic	cruiser, 2nd class	4,360	10	7,000	Captain C. L. Vaughan-Lee	en route Hongkong
Bedford	cruiser, 1st class	9,800	14	22,000	Captain S. E. Erskine	Weihaiwei
Bramble	river gunboat	710	6	900	Lieut. Commander E. G. W. Davidson	Shanghai
Britomart	river gunboat	710	6	900	Lieut. Commander W. L. Bamber	Hongkong
Cadmus	sloop	1,070	6	1,400	Commander B. L. Majendie	Shanghai
Cherub	water tank and tug	300	—	300	—	Shanghai
Cin	sloop	1,070	6	1,400	Commander C. D. S. Raikes	Hongkong
Flame	torpedo boat destroyer	306	6	1,700	Lieut. Commander A. L. Gresson	Weihaiwei
Flora	cruiser, 1st class	4,360	10	7,000	Captain Roland Nugent	Hongkong
Hind	torpedo boat destroyer	275	6	4,000	Lieut. Commander W. H. Darwall	Weihaiwei
Hart	torpedo boat destroyer	275	6	4,000	Lieut. Commander Dickens	Weihaiwei
Ianus	torpedo boat destroyer	280	6	3,000	Lieut. Commander C. A. Fremantle	Hongkong
Kent	cruiser, 1st class	9,800	14	22,000	Captain S. Y. V. de Horsey	Yokohama
King Alfred	cruiser, 1st class	14,100	18	30,000	Captain C. F. Thurnby	Weihaiwei
Kinsla	river gunboat	616	4	1,200	Lieut. Commander Percy Crabtree	Yangtze
Merlin	surveying ship	1,070	6	1,400	Commander F. H. Walter	Singapore
Monmouth	cruiser, 1st class	9,800	14	22,000	Captain J. A. Tuke	Weihaiwei
Monrohen	river gunboat	180	2	800	Lieut. Commander Robert E. Vaughan	West River
Otter	torpedo boat destroyer	350	6	6,300	Lieut. Commander J. Kiddie	Weihaiwei
Robin	river gunboat	85	2	240	Lieut. Commander C. C. Walcott	West River
Sandpiper	river gunboat	85	2	240	Lieut. Commander H. R. Tickell	Yangtze
Sloop	river gunboat	250	6	6,300	Lieut. Commander S. H. Tennison	Yangtze
Taka	torpedo boat destroyer	250	6	6,300	Boia W. Strath	Hongkong
Tama	receiving ship	4,450	6	—	Commander R. H. S. Stokes	Yangtze
Ten	river gunboat	180	2	800	Lieut. Commander H. R. Godfrey	Shanghai
Thistle	river gunboat	710	6	900	Lieut. Commander M. R. West	Weihaiwei
Virago	torpedo boat destroyer	355	6	6,300	Lieut. Commander Stevenson	Weihaiwei
Waterwitch	surveying ship	620	4	450	Commander R. W. Glennie	Swatow
Whiting	torpedo boat destroyer	360	6	5,000	Lieut. Commander H. B. Cox	Weihaiwei
Widgeon	river gunboat	195	2	800	Lieut. Commander G. B. Spicer-Simson	Yangtze
Woodcock	river gunboat	150	2	550	Lieut. Commander G. J. Todd	Yangtze
Woodlark	river gunboat	150	2	550	Lieut. Commander Jno. F. Knox	Yangtze

* Flying Flag of Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME	FLAG AND DESCRIPTION	TONS	GUNS	H. P.	COMMANDING OFFICERS	LAST REPORTED AT
Acheron	armoured gunboat	1,721	8	1,600	Lieut. Fauré	Saigon
Adour	receiving ship	—	—	—	Lieut. Du Merle	Haiphong
Alizer	2nd class cruiser	4,321	20	8,000	Commander Fournier	Chefoo
Alouette	torpedo-depot	506	6	400	Commander Kérivel	Saigon
Argus	river gunboat	4,811	16	11,500	Lieut. Audouard	Si-kiang (Canton)
Brix	armoured cruiser	5,647	12	900	Captain Rochet	Chefoo
Décidée	gunboat	8,123	26	14,500	Lieut. Le Blanc	Yue-kiang (Shai)
D'Entrecasteaux	sub-marine	—	—	—	Capt. Tracou	Chefoo
Esturgeon	destroyer	303	7	700	Lieut. Combet	Saigon
Fronde	river gunboat	141	5	160	Lieut. Thierry	Saigon
Henri Rivière	river gunboat	—	—	—	Lieut. Meha	Haiphong
Lynx	sub-marine	—	—	—	Lieut. Guesnel	Saigon
Manche	surveying ship	1,512	17	800	Commander Ragot de la Touche	Saigon
Mousquet	destroyer	303	7	700	Commander De la Roche Karandran	Saigon
Oly	river gunboat	165	6	101	Lieut. Doe de Maingreville	Yue-kiang T'king
Pelion	river gunboat	131	3	280	Lieut. Marchand	Tongku
Perle	sub-marine	—	—	—	Lieut. Hubert	Saigon
Pistolet	destroyer	363	7	700	Commander Montérol	Hongay
Protée	sub-marine	—	—	—	Lieut. Moris	Saigon
Redoutable	battle-ship	9,330	39	6,500	Capt. Passerat de Silans	Saigon
Sux	armoured gunboat	1,721	8	1,600	Lieut. Seriot	Saigon
Taking	steam-launch	—	—	—	(Amusee Oly)	Upper Yangtze
Vanban	torpedo-depot	—	—	—	Commander Montérol	Hongay
Véran	torpedo-depot	—	—	—	Lieut. Bihel	Cap Saint-Jacques
Vigilante	river gunboat	181	6	1,150	Lieut. Devarenne	Hongkong

* Flagship of Rear-Admiral Bolle, Commander-in-Chief.

NAME	CLASS	TONS	GUNS	H. P.	RESERVE	SAIGON
Vipère	Gunboats	475	—	—	—	—
Lion	—	506	—	—	—	—
Comète	—	475	—	—	—	—
Balgonette	—	475	—	—	—	—
Bouclier	—	440	—	—	—	—
Coronade	—	184	—	—	—	—
Cimeterre	—	140	—	—	—	—
Entoc	—	141	—	—	—	—
Jacquin	—	200	—	—	—	—

(*) Flagship of Rear-Admiral de Marillac.

Commanding the naval defence of Indo-China

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation (new)	80,000	\$125	\$125	\$1,000,000	\$1,797,167	\$1.15/- for 1-year ending 30.6.07 @ ex 2 1/2 3/16 = \$16.04	4 1/2 %	\$64 1/2 sales new \$505 n. issue London 2 7/8 ex new issue London 266.10/- n. issue first call \$51
National Bank of China, Limited	99,925	£7	£6	£12,735	\$71,293	\$2 (London 3/6) for 1903	7 1/2 %	\$270
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000	\$233,638	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	10,000	£15	£5	£110,000	Tls. 185,529	Interim of 7/6 for account 1906 @ ex 2/10 11/16 per tael	6 %	Tls. 77 1/2 sellers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$3,000,000	\$1,460,450	Final of \$12 making \$42 for 1905 and Interim of \$30 for 1906	5 1/2 %	\$765
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000	\$461,467	\$12 for year ending 31.12.05	7 %	\$170
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$3,000,000	\$362,980	\$4 and bonus \$2 for 1905	9 1/2 %	\$387 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,250,000	\$435,236	\$40 for 1905	12 1/2 %	\$315
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$24	\$750,000	\$365	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	Nil.	\$2 1/2 for year ended 30.6.1906	6 %	\$41 1/2
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$300,000	\$27,101	\$1 for 1st half-year ending 30.6.07	7 1/2 %	\$27 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£60,000	£3,694	5/- for 1906 @ ex 2 1/2 = \$1.14 per share	3 1/2 %	\$39 buyers \$28 buyers
Shanghai Tug and Lighter Company, Limited (Preferred)	100,000	Tls. 50	Tls. 50	Tls. 50,000	145,13,327	Interim of Tls. 12 for account 1907	11 1/2 %	Tls. 47 1/2 sales
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	£1,000,000	172,370	Interim of 1/- (Coupon No. 8 for a/c 1907)	4 1/2 %	Tls. 48 buyers 44 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$50,000	\$182	\$1.00 for year ending 30.4.1907	5 %	\$20 buyers \$10 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 50,000	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 %	Tls. 50 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000	\$9,218	\$8 for year ending 31.12.06	8 1/2 %	\$98
Luxor Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000	Nil.	\$3 for 1907	4 1/2 %	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 350,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 90 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£1,000,000	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15.20 buyers
Roub Australian Gold Mining Company, Limited	150,000	£1	£1	£150,000	£11,358	No. 12 of 1/- = 48 cents	...	\$8
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	\$10,335	\$1.75 for year ending 31.12.06	10 1/2 %	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	\$500,000	13,047	Interim of \$2 for six months ending June 30th 1907	6 1/2 %	\$64
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$500,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	7 1/2 %	\$104 sellers
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	Tls. 1,570,000	15,10,459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 78
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 3,600,000	Tls. 23,217	Interim of Tls. 8 for account 1907	8 %	Tls. 229 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000	Tls. 3,388	Tls. 6 for 14 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000	10,908	\$2 1/2 for year ending 30.6.07	9 1/2 %	\$23
Central Stores, Limited	50,123	\$15	\$15	\$751,845	19,178	\$2.50 for 1906	12 %	\$144
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	1371	\$5 for second half-year making \$10 for 1906	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$97
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$11,567	80 cents for 1906	7 1/2 %	\$10 1/2 sa. and b.
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$1,039	\$2 1/2 for 1906	7 %	\$56
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 10	Tls. 780,000	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 102 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 65 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$21,660	\$1 1/2 for the year ending 31.7.06	11 1/2 %	\$11
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	11 1/2 %	Tls. 52
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 31,469	Tls. 8 for 1906	8 1/2 %	Tls. 90 sellers
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	Tls. 500,000	Tls. 50,663	Tls. 50 for 1906	10 1/2 %	Tls. 300 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	£12 1/2	£12 1/2	£107,550	£638	1/3 per share for 1906	9 %	\$61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	1653	\$3 for 1905	9 1/2 %	\$20 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000	Nil.	\$1 for 1904	...	\$9 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 200,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	...	Tls. 60
China Light and Power Company, Limited	10,000	\$10	\$10	\$100,000	\$35,000	60 cents for year ended 28.2.05	...	1/6 sa. and b.
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	1855	80 cents for 1906	9 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$187,500	\$2,555	\$1.30 for year ending 31.7.1906	8 1/2 %	\$16 1/2 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$10,804	Interim of 50 cents per share for a/c 1907	9 %	\$11
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000	\$15,002	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$20 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$2,953	21 per share for year ending 28.2.07	7 1/2 %	\$14
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,361	Interim of \$4 for year ending June 30th '07	9 1/2 %	\$240
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	\$4,312	Interim of 80 cents per share for a/c 1907	8 %	\$25 buyers
Maatschappij tot Nijverheid en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500	Tls. 10,374	Second interim div. of Tls. 7 1/2 for a/c 1907	9 %	Tls. 330 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$2,655	5 ppe. sh. or period fr. 19th Oct. to 30th Apr. 07	8 1/2 %	\$12 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000	Nil.	...	...	\$5 buyers
Philippine Company, Limited	67,500	\$10	\$10	\$675,000	Dr. P. 34,324	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 108 1/2
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000	Tls. 7,999	Tls. 4 for 1905	...	Tls. 30 buyers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 270,000	Tls. 9,751	Final of Tls. 5 and Tls. 10 for 1906	14 %	Tls. 70 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Tls. 3,354	Final of Tls. 6 making Tls. 10 for 1906	8 1/2 %	Tls. 121 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000	Tls. 7,843	Interim of 15/- for account 1907	...	Tls. 310 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	£163,500	Tls. 190,000	Interim of 11/3 for account 1907	...	Tls. 280 buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000	Nil.	None	...	\$22
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	3214	30 cts. (old) & 15 cts. (new) year ended 31.5.06	4 1/2 %	\$6 1/2
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Tls. 15,295	Tls. 6 1/2 for year ending 30.4.07	...	Tls. 97
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	Tls. 201	First year	...	\$12
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$1,360	80 cents on 9,900 ord. shares and 19.8. on 100 Founders shares for year ending 31.5.07	8 %	\$10
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$11 sellers
William Powell, Limited	15,000	\$10	\$10	\$150,000	\$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8

* These shares are entitled to half of the profits.

Shipping—Steamers



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"MALTA"
Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 21st September, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.
Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Arabia* due in London on 2nd November, 1907.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 7th September, 1907.

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "TOURANE"

Captain Lancelotti, will be despatched for MARSEILLES on TUESDAY, the 17th September, at 1 P.M.

This Steamer connects at Colombo with the Australian line S.S. *Armand Bache* bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.
Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *AUSTRALIEN* 1st Oct.
S.S. *NEBA* 15th Oct.
S.S. *YARRA* 29th Oct.
S.S. *ERNEST SIMONS* 12th Nov.
S.S. *TOKIN* 26th Nov.
S.S. *POLYNESIEN* 10th Dec.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th September, 1907.

Intimations.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE.

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

RASTMAN'S

&c. &c. &c.

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

Dewar's
'Imperial'
The
Whisky
without
an
equal

Sole Agents: BUMANN & BERBLINGER.

15, 16 & 17, Colingburgh Road Central.

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